

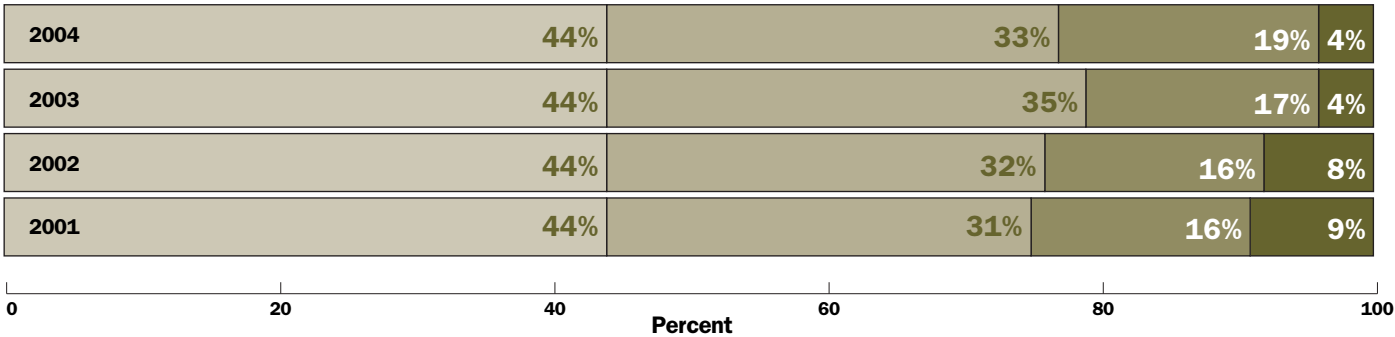
Bay Area Roadways a Trifle Bumpier in 2004; Regional Index at Four-Year Low

- The ride got a wee bit rougher on the Bay Area’s 19,000 miles of local streets and roads in 2004, as the average pavement condition index (PCI) dropped a point to 62 (out of a maximum possible 100 points). This continues a slow slide in the region’s PCI rating, which has fallen four points in as many years. In 2001, the PCI average was 66; this fell to 65 in 2002, 63 in 2003, and then to this year’s low of 62.
- There was no change in the share of pavements rated

“very good” or “excellent,” but the share of pavements rated “poor” or “very poor” increased by 2 percent and the share rated “good” or “fair” decreased 2 percent. The shift is small in percentage terms, but it is significant enough to tip the regional average downward — and ever closer to the dividing line between the “good” and “fair” categories.

- The trend suggests Bay Area jurisdictions are not spending the money necessary to maintain the condition of

Pavement Conditions for Local Roadways, 2001–2004 (total pavement miles)



- **Excellent (PCI = 90–100) or Very Good (PCI = 75–89)**
Pavements that have no distress and require mostly preventive maintenance
- **Good (PCI = 60–74) or Fair (PCI = 45–59)**
Pavements in this middle range offer acceptable ride quality, though road surfaces are becoming worn to the point where rehabilitation is needed to prevent rapid deterioration.

- **Poor (PCI = 25–44) or Very Poor (PCI = 0–24)**
Pavements that have extensive amounts of distress and require major rehabilitation or reconstruction
- **No Data**

2004 Bay Area PCI = 62
The regional PCI score is an average of the scores of all participating jurisdictions, weighted by centerline miles.

Source: Metropolitan Transportation Commission
96 cities and nine counties reporting
PCI = pavement condition index, a measure of pavement distress
57 of 105 jurisdictions provided updated databases to MTC for 2004. For other jurisdictions, MTC used its pavement management system software to project 2004 conditions based on the latest data available.

local roadway pavement over time. Tight city budgets — and the failure of the state to pass along road maintenance funds authorized by the voters in 2002 under Proposition 42 — have forced many cities into a “worst first” approach, in which only the streets in the worst condition are repaired and preventive maintenance is forgone. This approach is increasingly expensive over time, since the cost of major repairs is about five times that of routine maintenance. In 2005, the state finally did

pass along the Proposition 42 road maintenance funds, but these funds will have to continue to flow in subsequent years to make any significant dent in roadway maintenance needs.

- MTC estimates a cumulative backlog of \$2.9 billion for local street and road repairs in the Bay Area. This represents the cost of upgrading pavement to the point where it is cost-effective to maintain, typically when PCI scores fall in the range of 75 to 85.

A Closer Look – Cities with the best and worst average pavement conditions in 2004 are shown below. Often a jurisdiction’s low average pavement condition rating is the result of a roadway maintenance budget that is insufficient to cover a backlog of needs. The city of Dixon made its first appearance in the top 10 (since reporting began in 2001) and recorded the largest improvement in PCI, with an increase from 70 in 2003 to 84 in 2004. Gilroy (with a score of 82, up from 73 in 2003) also appeared in the top 10 for the first time in 2004. Larkspur and Half Moon Bay, which both ranked near the bottom in 2003, no longer appear in the bottom 10 in 2004. However, this is due less to improvement in pavement conditions than to the fact that other jurisdictions’ conditions deteriorated.

Bay Area Jurisdictions With Best and Worst Pavement Conditions, 2004

Best	2004 PCI ¹ (out of 100)	Worst	2004 PCI ¹ (out of 100)
1. Brentwood	87	95. Lafayette	54
2. Contra Costa County (unincorporated)	85	San Mateo	54
Los Altos	85	Vallejo	54
4. Dixon	84	98. Monte Sereno	53
Oakley	84	Rio Vista	53
Santa Clara	84	100. City of Napa	52
7. Belvedere	83	101. Marin County (unincorporated)	50
Sunnyvale	83	102. Colma	47
9. Gilroy	82	Richmond	47
10. Campbell	80	104. Orinda	46
		105. Sonoma County (unincorporated)	44

Source: Metropolitan Transportation Commission

105 of 109 jurisdictions reporting

¹ PCI = pavement condition index; PCI of 100 = Excellent